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Brown & Root Environmental

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September 5, 1997

Project Number 7368

Mr. James Shafer
Remedial Project Manager
Northern Division, Naval Facilities Engineering Command
10 Industrial Highway, Mail Stop 82
Lester, Pennsylvania 19113

Reference: CLEAN Contract No. N62472-90-D-1298
Contract Task Order No. 0268

Subject: Conference Call Regarding Response to Comments
DRAFT FINAL SASE, DERECKTOR

Dear Mr. Shafer:

On September 4, 1997, a conference call was held to discuss outstanding issues that the RIDEM had with the Draft Final SASE report. Participating in this call was James Shafer (US Navy Northern Division), Paul Kulpa (RIDEM), and Stephen Parker (Brown and Root Environmental). This letter summarizes the agreements made regarding the comments at issue identified by the RIDEM at the time of the call. Each comment is identified by the reference number used in prior RIDEM and Navy correspondence.

3. The RIDEM stated that this is a comment for future reports: The RIDEM expects that site history sections be expanded for each step of the RIFS process. History sections for PA reports are not adequate for SASE reports, and history sections for SASE reports are not adequate for RI reports, etc.
4. The RIDEM requested all photographs be copied to them, regardless of whether the Navy felt they are useful or pertinent to the study. Steve Parker agreed to submit copies of all photos to the RIDEM that were taken during the SASE investigation.
- 8 and 10. The RIDEM stated that they require documentation of cleanup activities that were performed in Buildings 62, 2, 3, 4, and 5 as well as the catch basins around these buildings. Jim Shafer agreed to pass that request on to the Facility (Brad Wheeler).
- 13 and 15. The RIDEM stated that they were not clear on the locations of the SASE sample stations relative to the samples collected in the former hazardous waste storage areas by Derecktor in 1984. Paul agreed to look at the report again (specifically at Figures 4-5 and 4-6 that describe these areas of concern superimposed on the SASE sample stations).

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16. Paul Kulpa agreed to inspect the areas where sandblast grit was noted to remain, and confirm that there is no measurable depth to that material.
 23. The RIDEM stated that they felt that some of the catchbasins had "soft" or unconsolidated bottoms, Brown and Root stated that some had silt or sediment that was cleaned out, but all 45 were found to have consolidated bottoms and sides (either brick or poured concrete. The State agreed to re-inspect these areas in order to confirm the condition of specifically suspect catch basins.
 25. The RIDEM stated that they would re-inspect the proximity of the areas of concern (sumps S234-4 and S42-2) to the sheet piling walls and determine if downgradient samples could be collected.
 - 31 and 32. The RIDEM stated that upon review of the response and revisions in the draft final SASE report, this comment has been resolved.
 33. The RIDEM requested that the Navy "clear the vegetation" (without disturbing the surface soil) along the south wall of Building 42, so that they can inspect the surface soils at this location and possibly take headspace screening samples to confirm the absence of contaminants in these soils.
 - 35, 36 and 37. The RIDEM stated that they would re-inspect the areas of concern identified by the PA (northeast of Building 42, and southeast corner of Building 234) to determine if the SASE sample locations are adequate for the characterization of this area.
 39. The RIDEM was satisfied that the Navy has committed to remove the two 275-gal ASTs in Building A18 and remove contaminated soil associated with these ASTs.
 48. The RIDEM was concerned that there may be an unidentified outfall in the vault known as S42-5. It was agreed that water would be added to this pit during the site visit and determine if the water level changed. If it does not rise, then it will be assumed that there is an outlet, and if none can be identified, then some additional action will have to be taken to locate this outfall (which they feel may be a leaching field).
 54. The RIDEM stated that there is a lack of life in the boat basin north of the "T - wharf" (formerly referred to as the "dead zone"), and the Navy has not identified the cause of that lack of life. The RIDEM also stated that the Navy must re-inspect the catchbasins and outfalls leading to this area to determine if there is sediment or another apparent contaminant source leading to these outfalls, and if one cannot be identified, the Navy will have to look elsewhere for the reason that this area is devoid of life. It was agreed that the catch basins would be inspected during the upcoming site visit, and it could be discussed at that time.
 60. The RIDEM agreed to re-inspect sump S234-8 to assure that oil did not reappear when water recharged into this sump after it was cleaned and inspected. Clean conditions will indicate that there is no continuing source of oil contributing to this sump.
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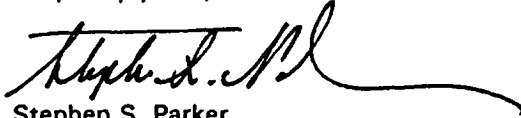
62. The RIDEM requested that the location of the transformer be identified and inspected to determine if the soils under it were stained.

65 and 66. The RIDEM requested that the Navy determine how many of the contaminants were eliminated by the risk screening process, and the RIDEM will determine if the number is not excessive. Steve Parker agreed to supply Paul Kulpa with a list of contaminants that were eliminated during the human health risk screening process.

Many of these issues should be resolved during the field visit which is anticipated to occur prior to the meeting on September 18, 1997. Brown and Root is prepared to represent the Navy and provide support to the RIDEM during this site visit within the existing CTO budget with screening instruments, digging (hand tools), lights and other equipment useful to the planned activities. However, we will require a minimum of two days notice to provide this support.

If you have any questions, please do not hesitate to contact me.

Very truly yours,



Stephen S. Parker
Project Manager

SSP/

attachment

c: T. Bober, Northdiv
B. Wheeler, NETC Newport
J. Trepanowski/G. Glenn, B&RE
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